

**US Army Corps
of Engineers® SPECIAL PUBLIC NOTICE**

**TraPac BERTHS 136-149 CONTAINER TERMINAL EXPANSION
PROJECT**

**SUPPLEMENTAL NOTICE OF INTENT/PREPARATION FOR A DRAFT ENVIRONMENTAL
IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (DEIS/R)**

LOS ANGELES DISTRICT

February 24, 2006

The Environmental Management Division of the Los Angeles Harbor Department in conjunction with the US Army Corps of Engineers (USACE) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Berths 136-149 TraPac Terminal Expansion Program.

Pursuant to both NEPA and CEQA, a Notice of Intent (NOI) and a Notice of Preparation (NOP) was prepared and mailed out October 19, 2003 (Case 030127-020). On October 27, 2003 the USACE published an announcement in the Federal Register to solicit comments on the project. A public scoping meeting was held in the Wilmington Recreation Center to solicit comments on the NOI/NOP for the proposed EIS/EIR. A 45-day review and comment period commenced on October 21, 2003 and ended on December 10, 2003. The Draft EIS/EIR is anticipated to be completed and provided for public review in late spring, 2006.

Since the NOI/NOP process was completed, there have been some project changes for the EIS/EIR. These changes are as follows:

- The project was previously called Berths 136-147. It is now identified as Berths 136-149 (Figure 1).
- The size of the Terminal would increase from 176 acres to 251 acres by the year 2030 (previously, it was to increase to 244 acres). With the additional 7 acres of terminal area, there would be some additional traffic and air quality impacts.
- Projects associated with Phase I were previously to be completed by the year 2010 and Phase II by 2025. Now Phase I projects would be completed by 2015 and Phase II by 2030.
- Harry Bridges will only be moved 50 feet to the north instead of 580 feet to the north. Because of this change, there is no need to construct a noise buffer (berm) between Harry Bridges Boulevard and "C" Street residents. There would now be an approximately 25-acre landscaped area between Harry Bridges Boulevard and "C" Street residents between Figueroa Street and Lagoon Avenue. This new project component would reduce air quality, health risk, noise, and aesthetic impacts on the adjoining Wilmington residents.

- There are presently 13 cranes along Berths 136-149. Some cranes will be replaced and there will be a net reduction of one crane (12 total) after the proposed projects are completed. This would reduce aesthetic impacts.
- 10 acres of additional backland would be created for container terminal use by filling in the 10-acre Northwest Slip. This project would require 1,200,000 cubic yards (cy) of fill. A new 400-foot wharf (44,332 square feet) would be built at an adjoining new berth created by filling the Northwest Slip. The fill slope would be covered with 50,000 cy of rocky dike, 12,000 cy of fill would be placed behind the dike, and 397 concrete piles would be installed. Approximately 3,000 cy would be dredged as part of this project. This project component is part of the total 251-acre Terminal project that would be completed by the year 2030. This project component would have some water quality and marine biology impacts.
- Instead of constructing two grade separations at Neptune Avenue and Avalon Boulevard as originally envisioned there would be two other transportation projects completed. A Fries Avenue Grade Separation (overpass over the rail tracks) would be built (not part of the TraPac Terminal project). Most of the TraPac cargo would be moved over this new grade separation. Also as part of the proposed project, the "C" Street/Figueroa Street interchange would be redesigned to include an elevated ramp from Harry Bridges Boulevard to the I-110 Freeway, over John S. Gibson Boulevard. An additional extension would connect from Figueroa Street to the new elevated ramp over Harry Bridges Boulevard. These transportation projects would reduce traffic and air quality impacts.

Project changes are being analyzed through the Draft EIR/EIS process and no new potentially significant impacts not previously identified in the initial scoping notice are anticipated as a result of the changes. For example, changes include adding 7 acres of terminal area, which would result in some additional traffic and air quality impacts. However, air quality and traffic were identified as potentially significant impacts in the 2003 NOP/NOI. Therefore, air quality and traffic impacts are being analyzed as part of the Draft EIR/EIS. Some changes may also result in fewer impacts than anticipated as part of the 2003 NOP/NOI. For example, eliminating the noise buffer between Harry Bridges Boulevard and "C" Street and building instead a 25-acre landscaped area is anticipated to result in fewer impacts than discussed in the NOP/NOI. All project changes will be discussed and analyzed in the EIR/EIS.

All comments received as part of the 2003 scoping period will remain part of the administrative record and be addressed in the Draft EIR/EIS. A new public scoping meeting will not be held. Written comments to the Corps and Port regarding the Project changes will be received until **April 6, 2006**. **Written comments should be addressed to the address below:**

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
c/o Dr. Joshua Burnam and Dr. Ralph G. Appy
ATTN: 2003-0-1142-JLB
P.O. Box 532711
Los Angeles, California 90053-2325

Parties interested in being added to the Corps' electronic mail notification list for the Port of Los Angeles can register at: www.spl.usace.army.mil/regulatory/register.html. This list will be used in the future to notify the public about scheduled hearings and availability of future public notices.

Contacts: Army Corps of Engineers Project Manager: Dr. Joshua L. Burnam (213) 452-3294; Port of Los Angeles Contact: Dr. Ralph Appy (310) 732-3497

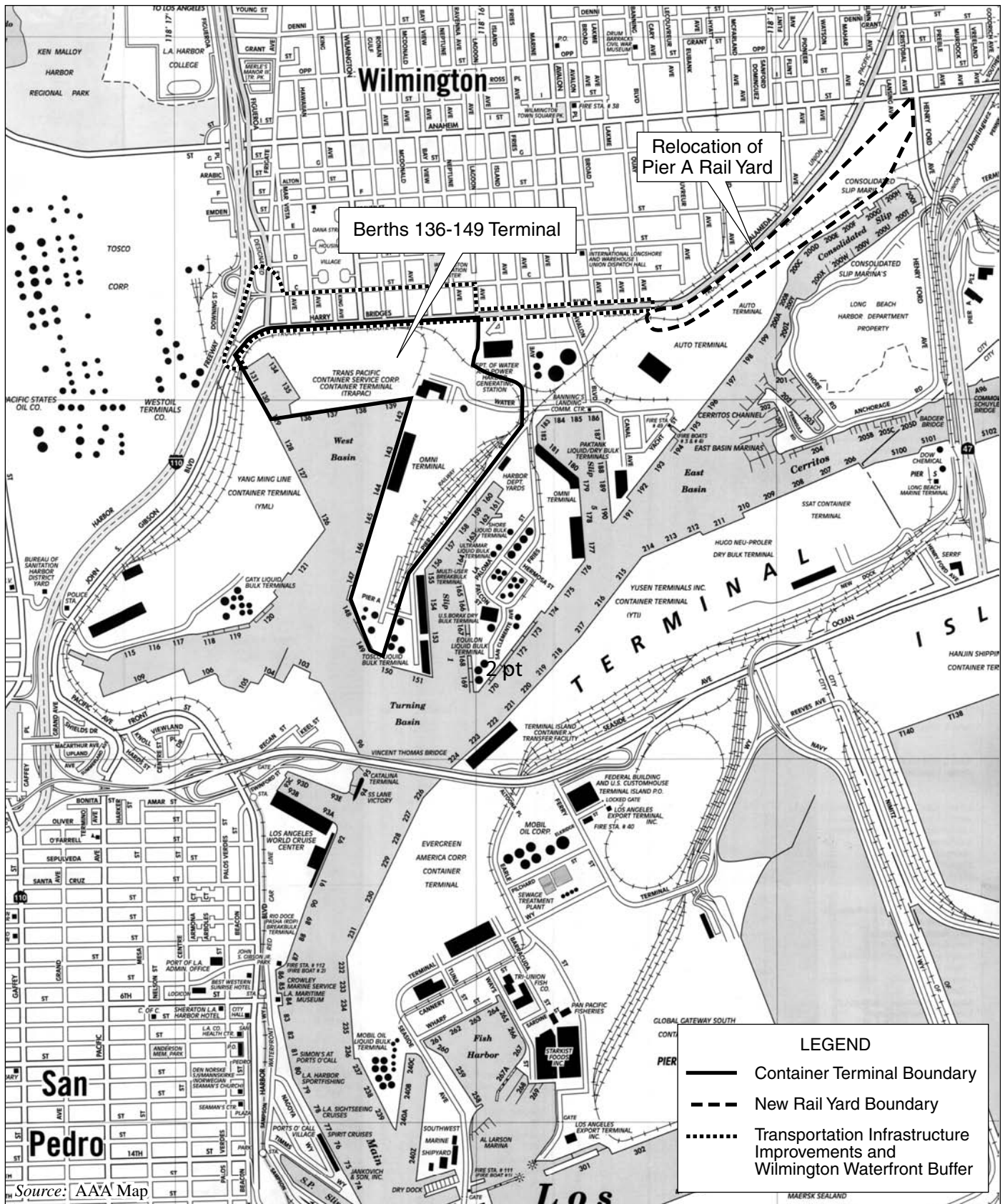


Figure 1. Project Vicinity